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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

There is a large list of clearances to-day.

The Ontario is fitting out at Duluth and will be ready to depart the latter part of the week.

The crews of the Egyptian and Wallula have gone to Duluth to fit out ready for navigation.

Messrs. Upson, Walton & Co. have shipped the outfit of the Kalkaska to St. Clair.

The river towing rates will be the same as last season, a question which sail, grain and coal fleets are largely interested in.

The tug Swayne, with the schooners A. Body, Swallow and James H. Rutter and steamer J. Sheriffs, arrived at Escanaba on the 30th April.

The Canadian custom house officers at Windsor want an owner for a two-masted yacht eighteen feet long which was found floating down the river not long ago. The owner can have it by proving his ownership.

The propeller E. B. Hale is in Globe Drydock for thorough calking; she has received a new boiler house and some repairs to her boiler. The tug Standard, recently sold by the Standard Oil Company to Mr. A. A. Pinet of East Saginaw, is also in drydock for calking and new irons.

Lawrence Fitzsimmons, now at the marine hospital in this city, and who was so unfortunate as to be injured by the explosion and fire on the Oregon last summer, whereby he lost both legs, requests us to return thanks for donations amounting to $29.50, which enables him to purchase a wheel chair and other necessaries, and which has been attended to from the first by Lawrence Leisk, shipkeeper of the Floating Bethel and first mate of the Wallula.

The steamer W. P. Thew, described in the MARINE RECORD some weeks ago, made her first appearance at this port this week to receive her machinery and outfit, the latter being furnished by Upson, Walton & Co. and which includes a Providence windlass. The engine, which is 18x20 was made at Buffalo and the boiler, 6½x12, and which is a perfect piece of work, by the Variety Iron Works of this city. The cost of construction and outfit is placed at $20,000. She will go in the coal and stone trade between this port and the islands. Captain C. B. Chapman, formerly of the steamer H. S. Hubbell, one of the owners, will sail her as master; Mr Robert King, mate, and Mr. H. A. Sneider, of Lorain, as engineer.

The schooner John T. Johnson, now lying at Vermillion, against which a libel was filed in the United States District court on the 19th of April by Messrs. Edward B. Smith and Townsend Davis, insurance agents of Buffalo, N. Y., was sold by the United States Marshal on Monday morning last for $4,000 in cash, the purchaser being George McLeod, of Buffalo. It will be remembered that the schooner was wrecked off the railroad freight docks in this city last fall, and in her wrecked condition was abandoned by Messrs. Ryan & Johnson, of Sandusky, her owners, to the underwriters. The underwriters paid the insurance to the owners but neglected to obtain from them a bill of sale. Subsequently the underwriters sold the schooner to J. C. Gilchrist, but could not give title, and the libel above mentioned was filed and the proceedings had thereunder to obtain title.

DETROIT.

Special to the Marine Record.

DETROIT, April 29.

Now that navigation is open at all points the grain fleet from Chicago, which has taken its departure, may be expected to pass here ere this communication appears in type. Contrary to general expectation, the first passage through the Straits this season was from the eastward, the steambarge Mary Mills, from this locality, being entitled to the honor, notwithstanding the desperate efforts made from Lake Michigan. In the past there has been considerable rivalry as to which craft would be the first to accomplish the undertaking, and for several days prior to the event two steamers lay at St. Helena waiting for the opportune moment, but they failed to succeed. It has been effected and, unlike other years, without loss or damage thus far to cargo or hull, yet as there are reported heavy bodies of ice in that locality it is not too late for accidents to occur.

The present month of April eclipses all former years on record for northerly winds, yet when rightly understood, there need appear no strangeness for such a phenomenon. There is an old French proverb, as true as ancient, that the direction of the winds on the day of the sun crossing the line, March 20th, will be the prevailing wind for the next ninety days. It has so transpired this year, and has always in the past, according to my recollection.

The schooner Young America arrived at Detroit, a few days since, from Port Huron, under sail in seven hours, which is generally conceded fair steamboat time, as but few of the latter accomplish it in less than five hours, so that the Young America may be credited with the first quick trip of the season.

The principal products that have arrived at this port thus far this season have been lumber, stone, coal, and salt. Of the latter the steambarge S. H. Johnson landed here from Marine City 12,000 barrels.

There is to be considerable competion this season on the Detroit and Mt. Clemens route. For the past three or four years the small propeller Ida has had it all to herself. She will have a competitor not easily to be gotten out of the way. The steamer Ivanhoe, sidewheel, and a commodious craft at that, is announced to run to that port, commencing May 15th, in command of Captain Thos. D. Allen. The business is hardly sufficient for two boats, and eventually one or the other will have to throw up the sponge. May the best boat win.

The lightship to be located on Colchester reef is in one of our drydocks here for general repairs and painting. She is a staunch, suitable craft, and will be in charge of Captain F. Hackett, of Malden, whose father before him was the light keeper on Bois Blanc Island, at the mouth of the Detroit river, for more than half a century, and, consequently the junior will not lack experience in his new trust.

There is to be seen in this city a photo of the first vessel which passed through the lakes upward of 200 years ago, copied from an old French print, the first that has ever been seen of that ancient craft, the original of which is prized very highly by its owner. She presents the appearance of a bark-rigged craft and tallies to perfection the description of that vessel. There are also photo copies of the steamers Ontario and Frontenac, built on Lake Ontario in 1816. These are taken from sketches made by the veteran Captain James Van Cleve, in 1819, accompanied by the old gentleman's portrait. He is still living, aged 84. There are also prints of the steamboat Walk-in-the-Water, taken from a sketch made in 1820, and of the propeller Vandalia, the first screw steamer. The latter was sketched by Captain Van Cleve in 1841. These old mementos are prized very highly, and it is only a few days since that permission could be had to have them reproduced in the above way, all of which are worthy of space in any business office, as there are no other originals.

The new steamer Massasauga passed up on Saturday from Cleveland, and is a good specimen of naval architecture. She is credited with having made the run from Cleveland to Detroit in 8 hours and 30 minutes, which is good time. She is to ply on the St. Clair river in opposition to the steamer Mary, which is also a crack steamer.

The steambarge Mineral Rock, of Candler Bros. line, with consorts, left here a few days since and made a good passage to Bay City, where they take on cargoes for lower ports.

There are a few of the old time craft still ploughing the waters of Lake Michigan. A few days since there arrived and departed at Chicago the schooner Westchester, 37 years; Pilot, 36 years, Japan, 31 years; Gilbert Knapp, 31 years; Cascade. 31 years, and T. Y. Avery, 29 years. The obituaries of these old hulks have been written up time and again, and new material has been added so often that it is doubtful if anything is remaining save a few old frames.

Death has removed from the docks another of the old business men in the person of Robert L. Montgomery, manager of the Star line of steamers, at the age of 59 years. When quite a youth he entered into the service of the late E. B. Ward as cabin boy on one of Ward's steamers, thence onward to steward, and finally manager of general supplies for the boats. He remained in Ward's employ up to the time of the latter's death, and afterward assumed the agency of different boats, principally between Detroit and Port Huron. His wife died during the past winter, and all that is left is an adopted son.

The steamer City of Cleveland, just in from the Straits of Mackinac, reports the arrival there, en route eastward, of the first of the Chicago grain fleet, making fair progress through broken ice via the south passage, the schooners City of Green Bay and R. B. Hayes being in advance. Wind northwest, fresh at the time.

The new steamer W. A. Haskell, built by the Detroit Drydock Co., made a satisfactory trial trip yesterday afternoon.

The following charters were made yesterday (Monday): Schooner Wayne, wheat to Buffalo, 2¾c; Harry Bissell, iron ore, Marquette to Detroit, $1.20; Wm. Young, coal, Toledo to Ludington, 75c; scow Elvina, coal Sandusky to Sarnia, 50c. J. W. H.

ASHTABULA HARBOR.

The launch of Captain Laird's new tug on the 24th passed off successfully, in the presence of a large number of persons. It was nearly 5 o'clock before everything was in readiness for sliding her off the stocks, and about that hour, with the aid of a slight pull from the tug Dexter, she slid down into the water without the least jar. We gave dimensions in the RECORD of March 20th. She is built for John Winslow, of Brooklyn, N. Y. She will receive her machinery there.

CHICAGO.

Special to the Marine Record.

Captain D. Coughlin, of the Anchor Line steamship Lehigh; Captain James Todd, of the Lycoming; Captain Christy, of the Delaware; Captain Hogg, of the Conestoga, and Captain Corcoran, of the Conemaugh, arrived here on Wednesday and took charge of their ships. The Lehigh will start for Buffalo Thursday.

Captain John Hardy, formerly of the tug Flossie Thielcke, has quit tug running.

The flags were placed at half mast on the Anchor Line ships here on receipt of the news of the death of William Moses, chief engineer of that company's line for many years.

Captain L. J. Corbin, formerly of the schooner Harriet Ross, has gone into the grocery and vessel supply business at 274 South Water street. Captains requiring supplies will find this an excellent store to get good articles at reasonable prices.

The steambarge W. H. Barnum collided with the iron steamship Onoko last week. The Barnum was winding the bend to go up the north branch of the river when her engine got on the centre and made her unmanageable. The Barnum's stem was injured, and she went to Miller Brothers' drydock for repairs. A dent was made in the Onoko amidships, and it was fortunate that she was iron built, otherwise the Barnum must have sunk her.

The Vessel Owners' Drydock Company at Chicago have removed their down-town office from Finney Brothers' to the Vessel Owners' tug office, 240 South Water street. They have had the schooner Wm. Finch in drydock for calking, some plank in her bottom and overhauling. The schooner City of Toledo was in and had her bottom calked; tug M. Shields got her stern bearings repaired and bottom calked; the schooner Eureka had her stanchions and deck calked; schooner John Kelderhouse got a new anchor stock, and the schooner Adriatic had her bottom calked.

At the Chicago Drydock Company's dock the barge transfer had a leak stopped and some calking; scow Forest had leaks stopped and some calking; schooner Harriet Ross had a leak stopped and got a new fore and main topmast and jibboom; schooner Eva Fuller got a new centreboard; schooner Naiad had her decks calked; barge Mary E. Perew had her decks calked; scow Prime had her deck calked, and the sidewheel steamer Grace Grummond an overhauling.

Miller Brothers, shipbuilders, have in their drydocks the schooner Watertown, getting some new planks in her bottom and calking all over; schooner Norman, getting new planks on her bilges and her bottom calked; steambarge Emma E. Thompson, getting a push bearing; steamship R. A. Packer, getting a new key in her wheel. Steambarge W. H. Barnum has been in drodock for a new stem, which she injured colliding with the Onoko. Tug Mary McLane is getting a new wheel; schooner Thomas Hume is getting a new forecastle, and the steambarge Almendinger a new stern bearing.

There was some trouble here on Tuesday afternoon in consequence of about fifteen union men going on board the schooner J. L. Danforth and interfering with Captain Comerford, who, unknowingly, had a non-union man on board assisting in fitting out. The union men used very strong language

[*Continued on 4th page.*]

MARINE LAW.

COLLISION—VALUE OF VESSEL ASCERTAINED BY COST OF CONSTRUCTION AND STATE OF MARKET.

District Court S. D New York, Feb'y. 6, 1884.

Exceptions to Commissioners report.

Scudder & Carter and Geo. A. Black, for libelants.

Foster & Thomson and R. D. Benedict, for respondents.

Brown, J. The schooner Job M. Leonard having been sunk in the Atlantic ocean, off Long Island, on April 18, 1877, through a collision with the steamship Arragon, owned by the respondent, this court, by its decree in November, 1879, found both vessels in fault, and it was referred to a commissioner to ascertain the damages. Leonard v. Whitwill, 10 Ben. 638. Exceptions to the report have been filed by both parties. The value of the schooner at the time of the loss has been reported at $20,551. On the part of the libelant three witnesses who had seen the schooner testify that her value at the time of the loss was at least $26,000; other witnesses for the libelant estimate her at from $25,480 to $33,000. Witnesses for the respondent place her value at the time of the loss from $15,750 to 18,000. In this wide discrepancy, the mode of ascertaining the value adopted by the commissioner was to take her cost of building, $24,000, in 1874, the deduct therefrom 6 per cent. per annum for deterioration up to the time she was sunk in 1877, add the cost of a new set of sails recently put on her, less a slight reduction for a short period of use, and then from this deduct 5 per cent. for the difference in the cost of building and consequent market value between the year 1874 and the year 1877.

The libelant's principal exception is to the mode in which the commissioner arrived at the value of the ship, as above stated, insisting that as evidence of her market value was given by persons who had seen and knew her the commissioner had no right to resort to other methods. The Colorado, Brown, Adm. 411; The Ironmaster, Swab. 443; Dobree v. Schroder, 2 Mylne & C. 489. While it is undoubtedly true that the best single class of evidence of market value is the opinions of competent persons who knew the vessel and who knew the state of the market at the time of the loss, it does not follow in any given case, because witnesses testify to certain facts, that either the commissioner or the court is shut up to their evidence without giving any heed to other kinds of evidence which may be offered. The cases cited by the appellant recognize equally the competency of evidence of the cost and deterioration as bearing on the amount to be allowed. Where from stagnation in the market at the time of the loss there is difficulty in fixing the precise market value, a resort to other modes of ascertaining it, especially where the vessel has been built but a few years, is at least allowable to be taken into account in arriving at a conclusion. The evidence shows that in 1877, when this vessel was lost, the market for sailing vessels was in a state of stagnation, and it was almost impossible to ascertain any actual sales which would furnish proper *data* or any criterion for the determination of the actual market value. The different values sworn to are after all but mere estimates, and not based on knowledge of similar sales in 1877. It is impossible in such cases to determine the amount to be allowed with mathematical certainty. I do not find from the evidence sufficient season to interfere with the result at which the commissioner has in this case arrived. In the case of The North Star, 15 Blatchf. 532, the value put upon the Ella Warley by the witnesses varied from $25,000 to $140,000; the court fixed it at $42,000. In the case of the The Utopia, 16 Fed. Rep. 507, the estimates of value ranged between $8,000 and $15,000; $10,000 was allotted.

The charges of the captain for superintendence during the construction of the ship were, I think, rightly disallowed as no proper part of the cost of her building.

Another item excepted to by the libelant is the allowance by the commissioner of certain expenses incurred by the ship in providing for the captain and crew, in consequence of the sinking of the schooner at the time of the collision. These men were obliged to take refuge upon the steamer. Instead of taking them with her to Europe, she returned towards New York, and after proceeding a part of the way, came up with a pilot boat, to which she transferred the captain and crew of the schooner, paying £25 for conveying them to New York, whereupon the steamer turned about and proceeded on her voyage. The steamer was detained in this way about a day, and consumed additional coal to the vaule of £11. The commissioner has allowed the value of the extra coal, the £20 as demurrage for the detention of the steamer in going back with the crew, as part of her damages arising out of the collision. Counsel for libelant claims that the expenses thus incurred, amounting to £26, for the return of the captain and crew to New York, were not legal obligations on the part of the steamer, and are therefore to be regarded as charges voluntarily incurred, and not a ground of compensation in this account. In the case of The Mary Patten, 2 Low. 196, where both vessels were in fault, an allowance was made to one of the steamers for towing into port the other which was disabled, not by way of salvage, but as a *quantum meruit* for an act which was proper and necessary, and for the benefit of both parties, and therefore as part of the damage which the common fault had caused to the steamer. Lowell, J., says in that case that "the duty to stand by and save life, at least, cannot be said to be of strictly legal obligation, because no law has yet visited the offender with damages for a breach of it." Nevertheless, the obligation of the ship not disabled, in cases of collision, to render all possible assistance to the injured vessel and to her crew, has been recognized as effecting the pecuniary rights of the parties when suing in admiralty. In the case of The Celt. Hagg. 321, Sir John Nicholl, in a suit against the ship that was uninjured, while he dismissed the libel because it appears that the collision arose from no fault of the vessel sued, yet he condemned her in costs and expenses because the master had neglected to render assistance to the vessel as requested, and after taking her master and crew aboard his own vessel, had landed them in a state of destitution on the coast of Ireland.

The schooner in this case having been sunk immediately through the fault of both, some provision for her master and crew was necessary. They could not be left to drown or starve. If not returned to New York, the nearest port, they must have been taken to Europe and back, and supported in the mean time. The necessary care of the master and crew, upon the sinking of their ship, necessarily devolved upon the Arragon, which was substantially uninjured by the collision; and the expenses necessarily attending such care should be deemed to have been incurred in the performance of a maritime duty, and not as a mere voluntary charity. Practically these expenses were unavoidable. They were the immediate and necessary result of the collision, and consequent sinking of the schooner; and as the collision arose from the joint fault of both, these charges which were the unavoidable result of the collision, should be held to be at the expense of both. There is no reason why they should be borne by one rather than by the other. In a court of admiralty, at least, the obligation to provide for the master and crew of the sinking ship should be regarded as obligatory, so far as to entitle the ship rendering assistance to the other to bring the necessary expense of doing so into the common account. The Arragon, in this case, moreover, was an English steamer, and by 25 and 26 Vict. c, 63, §83, failure to render such assistance is declared to be misconduct; and by that act the duty was imposed upon her master to render to the other ship and to her master, crew and passengers such assistance as might be practicable, and failure to do this is not only made presumptive evidence that the collision was by his own wrongful act, but would have made the master liable to have his certificate canceled for misconduct. This statute having thus made the assistance to the crew of the schooner legally obligatory, there would seem to be no room for doubt that the expense to which she was put in rendering this assistance should be held a part of the legal damage arising from the collision. No objection was made to the mode in which the assistance was rendered. It seems to have been the most convenient and reasonable that could be adopted; this item should, therefore, be allowed.

In estimating the value of the captain's furniture and personal effects, certain deductions were made by the commissioner from the cost price, varying on some articles from 10 to 50 per cent., while on the remainder the market value, at the time of the loss, was allowed. Where articles have been in use for a considerable time, the owner has no right to insist on the full cost price because he may claim that they are to him as good as new. A reasonable deduction may certainly bo made from the cost of such articles, having reference to the period and manner of their use, as might be done by a jury in similar cases in an action at common law. Jones vs. Morgan, 90 N. Y. 4, 10. As regards this and the other items excepted to, I think the commissioner's report should be confirmed.

NAUTICAL NOTES.

The first of the ore carriers arrived at Escanaba on the 24th, the Massachusetts and and Minnesota.

It is reported that the Illinois supreme court has decided that the Chicago smoke ordinance is unconstitutional.

The steambarge Mary Mills was the first boat through the Straits. She passed upon the 24th and kept the regular course right through.

Colonel John McDermott, of Bay City, purchased the little schooner J. B. Handy at mortgage sale, and says he will make a screw wheeler of her.

A sum of money has been raised at Mt. Clemens which is to be applied to the dredging of Clinton river. When the job is completed the channel will be 38 feet wide and 19 feet deep from the mouth to the city.

The yacht Flora, which had such a disastrous voyage on "Old Cuyahoga" last summer, has been sold by her owner, James Corrigan, to parties east for the purpose of carrying pleasure parties, on some inland lake.

The contractors, who have failed in raising the tug Protection, sunk at Saugatuck last fall, have given notice to that effect. Captain Higgie does not abandon hope of saving his tug, and will let a contract to other parties.

During the season of 1883 the arrivals at Port Arthur were 183 American vessels, aggregating 85,291 registered tons, and carrying 1,935 souls. In that season 120,000 tons of coal were carried to that port in American bottoms, and at a low estimate there will be 200,000 in 1884.

In the case of S. A. Murphy against the barge Rutter, which was engaged in the coal carrying trade between Sandusky and upper lake ports last season, the United States Court at Detroit has rendered judgment in favor of Murphy for $2,145.

By the last report of the Treasury Department on commerce and navigation we learn that the total tonnage of registered, enrolled and licensed vessels of New York is 945,646, and of Chicago 73,197; of London. 1,118,579. The figures of London are for 1881.

Captain F. B. Hackett has secured the contract from the Canadian government to keep a light on Colchester reef, Lake Erie, this season, and has secured the schooner Admiral, which will be placed on the reef as soon as she comes off the Detroit drydock. Captain Hackett has kept a light for twenty years on this reef, with the exception of the last two years—which was very unsatisfactory—and vessel men will be able to again have confidence in the light, which is on one of the most dangerous reefs on the lakes, as Captain Hackett will see that it is kept properly.

Buoys indicating twelve and eighteen feet of water have been set at Sand Beach. Red lights marking the north entrance to the harbor will be shown from May 1. The harbor master's launch will not be fitted out this season unless the pending appropriation becomes a law and work cannot be done on breakwater or by dredging. The new lighthouse to be erected there this season will be situated nearer the north entrance than the present one and will show a flash instead of a bright light. It will be built on an independent crib instead of on the breakwater.

A red over a white lantern light, about eighteen and fourteen feet respectively above the water will be exhibited the present season at the Lime Kiln Crossing, Detroit river, from a scow anchored about 1,000 feet below the lower dock of the C. S. R. R. and 550 feet from the Canadian shore. The scow and mast will be painted red to serve as a day mark. The best water, say coming down, will be carried by passing within 200 feet of the C. S. R. R. dock, and just crossing the Bois Blanc Range to the eastward, keep it slightly open, until a little below the light ship, when it may be taken up again.

The proprietors of the leading steel works in Prussia, including Krupp, inform their workmen that overproduction compels them to reduce the number of working hours. Some threaten to stop their works.

PORT OF BUFFALO.

OPENING OF NAVIGATION—DATA FOR SIXTY-FIVE YEARS—FIRST VESSELS TO ARRIVE OR DEPART.

Special Correspondence Marine Record.

DETROIT, April 28.

For several years prior to the opening of a channel for the entrance of vessels into Buffalo Creek, the eastern terminus for craft on Lake Erie was at Black Rock, at present known as East Buffalo. Landings were also made at Bird Island, at the head of the Fort Erie Rapids. There are two instances on record when navigation was delayed at that point until June, viz.: 1807, June 1st, and 1811, June 4th. Following are the openings for the past sixty-five years:

1819—May 6, steamer Walk-in-the-Water, Captain Rodgers, departs.

1820—May 6, same steamer and master depart.

1821—May 19, same steamer and master depart.

1822—April 16, steamer Superior, Captain Jedediah Rodgers, departs.

1823—April 27, same steamer and master depart.

1824—April 29, same steamer and master depart.

1825—April 23, steamer Wm. Penn, Captain John F. Wight, departs.

1826—May 23, steamer Henry Clay, Captain Walter Norton, departs.

1827—May 1, schooner Bolivar arrives.

1828—April 1, steamer Henry Clay, Captain Walter Norton, departs.

1829—May 21, steamers Clay, Capt. Walter Norton, and Wm. Penn, Capt. John F. Wight, depart.

1830—April 6, steamer Pioneer, Captain George Miles, departs.

1831—May 8, steamer Superior, Captain W. T. Pease, departs

1832—April 27, schooner Detroit, Captain H. Whitaker, departs.

1833—April 23, steamer Henry Clay, Captain Walter Norton departs.

1834—April 8, steamer Enterprise, Captain Simeon Fox, departs.

1835—May 8, steamer Gen. Porter, Captain Walter Norton, arrives.

1836—April 27, steamer Daniel Webster, Captain Morris Tyler, departs.

1837—May 16, steamer James Madison, Captain R. C. Bristol, arrives.

1838—March 31, steamer Pennsylvania, arrives.

1839—April 11, revenue cutter Erie, Captain Dobbins, arrives.

1840—April 27, steamer Chesapeake, Captain D. Howe, arrives.

1841—April 14, same steamer and master arrive.

1842—March 7, steamer Gen. Scott, Captain Ira Davis, arrives.

1843—May 6, steamer Julia Palmer, Captain T. J. Titus, departs.

1844—March 14, steamer United States, Captain H. Whitaker, departs.

1845—April 8, same steamer and master depart.

1846—April 11, same steamer and master depart.

1847—April 23, steamer Chesapeake, Captain N. H. Warner, arrives.

1848—April 9, steamer Southerner, Captain A. D. Perkins, arrives,

1849—April 11, steamer Sultana, Captain G. Appleby, arrives.

1850—March 23, steamer Southerner, Captain J. L. Edmunds, departs.

1851—April 2, steamer Canada, Captain J. H. McQueen, departs.

1852—April 20, steamer Ocean, Captain D. H. McBride, arrives.

1853—April 14, steamer Mayflower, Captain Geo. E. Willoughby, arrives.

1854—April 29, steamers and vessels arrive and depart.

1855—April 21, steamers and vessels arrive and depart.

1856—May 2, steamers and vessels arrive and depart.

1857—April 27, propeller Comet, Captain Wetmore, departs.

1858—April 15, vessels and steamers arrive and depart.

1859—April 7, propeller Equinox, Captain J. F. Snow, departs.

1860—April 17, propellers Equinox and Araxes depart.

1861—April 13, propeller Queen of the Lakes, Captain A. Briggs, departs.

1862—April 6 propeller Eclipse, Captain Chas. Crosby, departs.

1863—April 7, propeller Equinox, Captain J. F. Snow, arrives.

1864—April 14, propeller Acme, Captain Hathaway, departs.

1865—April 25, propeller Missouri and three vessels depart.

1866—April 22, brig Paragon and others depart.

1867—April 19, schooner Republic and others depart.

1868—April 11, propeller Canisteo, Captain Gaylord, departs.

1869—May 1, propeller Dean Richmond and others depart.

1870—April 16, propeller Idaho, Captain B. Penny, departs.

1871—April 1, propeller Araxes and others arrive.

1872—May 6, propeller Badger State and others arrive.

1873—April 28, propeller Equinox and others depart.
1874—April 18, propeller Fountain City, Captain J. Gibson, departs.
1875—May 12, steambarge Superior and consort arrive.
1876—May 6, propeller Portage and others depart.
1877—April 17, schooner S. V. R. Watson and others depart.
1878—March 14, navigation open but no vessels move for several days.
1879—April 24, steambarge Enterprise and consort arrive.
1880—March 19, steambarge W. T. Graves and consort arrive.
1881—May 3, schooner M. I. Wilcox departs.
1882—March 26, propeller City of New York arrives.
1883—April 2, steambarge D. Leuty arrives.
1884—April 22, steambarge Wm Edwards, Captain Mallory, departs. J. W. H.

LOCAL TAXATION OF SHIPPING.

A bill to exempt ship property from local taxation was introduced in the California Senate last month. The bill has received the support of the San Francisco shipping men. The gist of the bill is contained in the following sentences: "Ships and vessels engaged in the foreign carrying trade, and owned entirely within this State, shall not, for the purposes of taxation, be included in the personal estate of things to be taxed; but the net yearly income of such vessel or vessels shall be taxed to the owner or owners there of in their places of residence according to their several interests therein. * * * The net earnings of such ship or vessel shall constitute the valuation upon which such ship or vessel shall be taxed." This is a measure which should be made a law of the California legislature. Our readers are, we believe, well acquainted with the many reasons given for the unprofitableness of American shipping property. As a rule, however, heavy burdens are thought to be imposed only by the national government, those made by the local authorities having attracted but little attention. Beyond the charges imposed by ports, and which have to be borne by home and foreign vessels indiscriminately, there is the charge of local taxation, which has been no inconsiderable cause for the withdrawal of capital from American shipping. The rule in most of the coast States has been for the town or county assessors to include vessel property in the personal estate of owners and tax it as such. Assessors, with a lordly indifference to the statements of despondent shipowners, place a good value upon this class of property if the owner fails to do so. Any remonstrances of owners showing the desperate condition of shipping property has seldom had much effect. Assessors evidently think only of the times when shipowner and rich man were synonomous terms, forgetting the sad fate that has overtaken our own shipping men. Within the last few years, however, the injustice of thus taxing vessel property has been perceived by some of the States, and they have repealed that part of their tax law. It can easily be seen that by this system of taxation the unfortunate ship-owner is mulcted of what little profit his investment gives him and this naturally hastens his desire to get rid of such miserable property. The sophistical argument has been advanced that as every man in a community must contribute his quota to pay for the protection and support which local government gives to him, and that as the greater the amount of property he holds the larger his contribution should be, vessel property should not be exempt from paying its share. This is true only when local authorities give that protection to vessel property that they do to the man or to his landed property. The vessel comes under the protection of the national government only, and she may never be even once in the port in which her owner resides. What does this ship owe to local authorities? They have done nothing for her. But they protect the property of her owner, it will be said, and indirectly protect the vessel. Well, if that is the case, then let only that amount of the property which the owner receives from her—the net earnings—be taxed as coming within the jurisdiction of the local government. If any tax is placed upon shipping it should be by the national government, for it gives all the protection that our ships receive. The earnings only, and not the value of the vessel, should be assessed for local taxation. This is an equitable view of the matter which must be conceded by all who will consider it fairly, and when those coast States which now tax shipping, accept it, the better will be the prospects for more investments in American shipping.—*Maritime Rgeister.*

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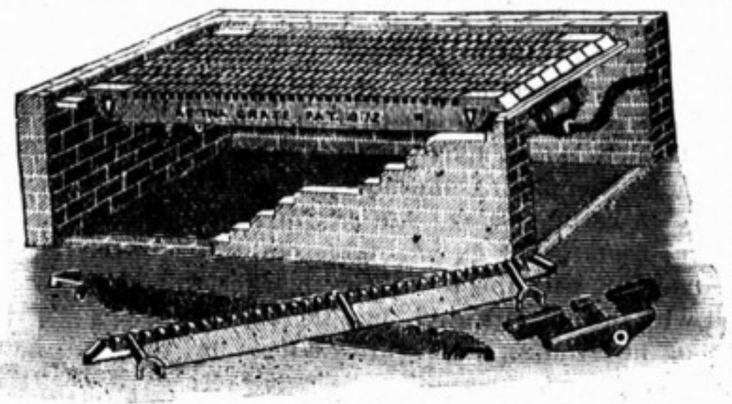

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A. A. POMEROY, Editor and Proprietor.

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MARINE INSURANCE.

During the past two weeks the cargo and hull insurance companies have been somewhat unsettled in their efforts to organize a satisfactory pooling scheme, but like the far-seeing condor, they have been enabled to alight with considerable unanimity on a plan for profitable plucking. Last to hold out of the pool was the Continental, but on Saturday it was found flocking with the rest. All along the lakes vessel owners have been watching the Continental with interest, but now those best posted say that the hull insurance rates adopted at Buffalo will stand for the season and that cargo rates will be restored and sustained. On the strength of this rates are firm as a rock. Vessel owners have been justly indignant against the discriminations of the pools, and the promise for exemption in this matter is no brighter than it was last season. That just closed by the defection of the Continental has been a very stiff fight and involved the resignation of General Manager Dimick. During the melee the excitement ran so high in Chicago that risks were written on about a million and a half bushels of grain, representing about $1,350,000 worth of business, although insurance men claim that they did not take them at less than the regular tariff. Prominent in the battle was the Chicago Vessel Owners' Association, which held numerous meetings to take action toward influencing underwriters to make fair rates and fair terms for sailing vessels. The owners claim that the insurance combination has systematically discriminated against sailing vessels, without giving steamers much more liberal terms than has obtained for a number of years. Now that the ranks of the insurance forces are firmly closed, the vessel men will have to resort to other means than protests if they ever expect to gain fair treatment. To what means can they resort? One good step has already been taken. They are organized, or very nearly so. They should meet, either in a body or by representatives and discuss the best means to be adopted. We are of the opinion that much good can be accomplished by the formation of a mutual protective insurance company, not for the purpose of making money but for protection against extortion. Almost every view of this question presents a reasonable aspect. Vessel owners could well afford to insure each other for the profits made by the insurance companies. No army of agents, solicitors or underwriters would be required. A committee of hull appraisers could settle the whole business, and many of the bad risks now carried by insurance companies, and for which good vessel property must in a measure pay, can be avoided. The practical benefits of this policy of insurance were outlined in last week's MARINE RECORD, and we can instance the cases of the Union Steamboat Company, Captain A. Bradley's line and some others who in theory and practice carry their own insurance, and who seem be well satisfied with the results. While this is not exactly the plan we refer to, it is good for large corporations, but it seems to illustrate a very practical mode of proceedure, for the vessel owners to club together and insure each other. From the fact that insurance companies find no leniency from policy holders in case of casualties, and are thus obliged to pay to the full extent for which they are liable, an organization of owners could insure each other much cheaper than the regular companies. Self-interest, the strongest and most enduring of interests, would govern where losses fall upon all alike. A number of our vessel men, individually, own almost a sufficient number of craft to make a profitable business of carrying their own risks. Twenty-five ordinary craft certainly represent enough capital to sustain any reasonable loss. This number at all events would form a nucleus around which would gather as many owners as could profitably be included in one company. For it would undoubtedly be advisable to have many companies, than many conflicting interests in one company. A certain class of vessels, plying on specific routes, with excellent officers, who are familiar with the routine of their tasks and with the dangers attending the navigation of those routes, would surely reduce the minimum of risks, thereby reducing the cost of insurance, should be governed by a set of circumstances peculiarly their own. For instance, iron steamers provided with bulkheads, double water bottoms, unusual pumping facilities, and therefore having a much greater immunity from fire, should in turn be governed by different vicissitudes. They should enjoy lower rates of insurance than wooden vessels; for the reason that more capital has been invested in them for the express purpose of rendering them less liable to loss. This is a very simple proposition, still it is one concerning which there exists a great variety of opinion. It is well known that the vessel owners make discriminations in favor of large and costly vessels and against small and low priced vessels, one of the chief grounds of complaint. It is necessary that this classification should be continued. It could be done in no better way than for the owners of vessels, ranked in the different classes, to pool thier insurance in that class to which their vessels belongs.

UNDER the immense pressure of lobbyists and interested members the river and harbor committee has finally broken its limit of appropriations and set it at $13,000,000. It is said that the backers of the Hennepin canal even go so far as to threaten to work against the passage of the appropriation bill unless their claim is recoguized. They include the Illinois and Iowa delegations, beside a strong force of outside workers. It begins to look as though a vote of the House will be necessary to choke off these determined agitators.

THAT MYSTERIOUS ENGINE.

Editor of the Marine Record.

My attention has been called to an article in the Iron Trade Review, coming apparently from the John Walker Manufacturing Co., of this city, wherein an effort is made to cast discredit upon the diagrams taken by an engine which was described in the MARINE RECORD some weeks ago. We wish to say here that Mr. Walker does not attempt to tell what the engine did under his eyes, but what he considered to be impossible for an engine to do, viz: maintain a cylinder pressure greater than the boiler pressure, and that Mr. Walker placed his own indicator in the cylinder of the engine in question, and on several trials the indicator produced a card showing uniform pressure in the cylinder above the boiler pressure, the initial pressure being about two pounds above the average pressure, and I will say also that the cards were taken by Mr. Walker at a time when the engine was slowed down and about ready to stop, the piston going awayso slowly that there was no reaction, which really detracts from the main principle claimed for the engine. We have not unwittingly taken speed for power, although it is acknowledged by all that if an engine can propel a load with greater speed than another engine can propel the same load it is owing to superior speed, or horse power, if you will. It is evident, after this effort to cast discredit on this engine, and which consists in a false statement by an individual who knows that he is trying to deny a result which he has seen, and by claiming that something was wrong with the indicator which produced thecards, (eight he says), is working in the interest of an organization which is desirous of obtaining at a cheap price, territory for the manufacture and sale of the engine. In fact, overtures of that nature were made to us after the cards were taken and before the article in question appeared in print. I am now prepared to invite any person interested in this matter to place an indicator in this cyl inder and satisfy themselves that the claims we make in regard to this engine can be exemplified. We thoroughly understand that it is not to the interest of engine builders to acknowledge a merit in any engine that they do not manufacture, but buyers are beginning to intelligently examine the matter themselves. The question has been asked, would not one port of the same capacity on one side, give the same results that two ports on opposite sides would produce? We have made it a point to test this question and are prepared to say that it is impossible, for the reason that there is no concussion, which is the principle we maintain.

WM. GETCHELL.

THE OUTLOOK AT ESCANABA

Special Correspondence of the Marine Record.

ESCANABA, April 24.

Escanaba is clear of ice and has been for sometime, but there is a formidable field of ice near the Door and around Washington Islands. Two steambarges are endeavoring to get through from Chicago. Boats are making regular trips between Escanaba and Fayette. There will be considerable excitement here on the commencement of shipping ore with Sweedish and Irish trimmers. The Molly Maguire element is very strong and they have made many threats. They are holding meetings nightly, and the opinion of the people is that Escanaba will require a standing army to maintain the peace of the town.

C. W. L.

LITERARY NOTICES.

HARPER'S MAGAZINE for May opens with a blithe note of spring-time, in Mr. Pyle's quaint love story, "A Mayday Idyl of the Olden Time." It is beautifully illustrated by the author, and one of the pictures—"Among the Daffodillies"—has been selected for the frontispiece to the number. The portrait by Titian, known as "The Belle," is a full page engraving from the original painting. Earnest Ingersoll contributes a second paper on Washington Territory, west of the Mountains; effectively illustrated by A. C. Redwood. A very interesting paper on the Bank of England is contributed by W. H. Rideing, with illustrations. Colonel Higginson, in his American History Series, treats Monroe's administration in a paper entitled "The Era of Good Feeling." Professor J. P. Mahaffy, of Oxford, contributes a biographical sketch, entitled "Dr. Schliemann, His Life and Work." A timely and important paper, showing what progress has been made during the last five years in averting the dangers on land and sea from defective vision, and what still remains to be accomplished, is contributed by Dr. B. Joy Jeffries. William Black's new novel, "Judith Shakespeare," grows in charm and dramatic interest with every new instalment. It is finely illustrated by E. A. Abbey. This number contains the sixth part of E. P. Roe's novel, 'Natur 's Serial Story." The illustrations by William Hamilton Gibson and Frederic Dielman are pictures of unrivalled beauty. Brander Matthews contributes a brilliant short story, entitled "The Rival Ghosts." Mr. George William Curtis makes the Easy Chair as charming as ever, and a like exquisite grace seems to characterize the Drawer, now conducted by Mr. Charles Dudley Warner. The scope and variety of this Magazine—leaving wholly out of view its artistic beauty—is apparent from a glance at its contents. In a single number we find contributions from an eminent German writer, a first-class French artist, a distinguished English novelist, the most piquant of American historians, the most popular of American story writers, an expert ophthalmic surgean, the most thoughtful of Southern authors, an Oxford professor, an officer in the United States Navy, and the newest London poet.

ST. NICHOLAS for May is a notable number in its contributors and in their contributions. J. T. Trowbridge opens the second part of the volume with a new serial story of the strange adventures of a young naturalist, entitled The Scarlet Tanager; Maurice Thomson, also begins a six months' serial, called Marvin and his Boy Hunters, an account of out-of-door sport from Indiana to Florida, and Mayne Reid's thrilling story, The Land of Fire, is brought to a satisfactory conclusion in four interesting chapters. Elizabeth Stuart Phelps contributes an article with the suggestive title, Supporting Herself, which should be read by every girl in the land. Charles G. Leland, in his paper on Leather work, in the Work and Play Department, describes an employment that bids fair to be as popular as his article on Brass Work last June. It makes a fitting supplement to Supporting Herself. Frank R. Stockton writes one of his quaint and inimitable fanciful tales, the Philopena; and in a different key is the pathetic story by A. G. Plympton of The River-end Moreys' Rab. Louisa M. Alcott's fifth Spinning-wheel Story, Little Things, is a capital girl's story of the times when our great-grandmammas were young; and E. S. Brooks tells graphically of Olaf of Norway: The Boy Viking, another Historic Boy. Rosy Snow is a delightful bit of verse by Helen Gray Cone. A charming poem by Julia C. R. Dorr is The Doves at Mendon, which has three full page illustrations by G. F. Barnes. There are also poems and verses by Malcolm Douglas, Joel Stacy and others, and pictorial contributions from a long list of well known names.

THE MAY CENTURY.—Portraits of famous soldiers have been a feature of recent numbers of The Century, and the frontispiece of the May number (beginning a new volume) is a portrait of a famous warrior, Chief Joseph, the Nez-Perce, whose character and valor are picturesquely described by Lieut. C. E. S. Wood. Henry James' new three-part story is begun in this numer. The title character, Lady Barbarina, is the charming daughter of an English marquis, and the hero, Jackson Lemon, is a young American millionaire who makes a pretense of practicing medicine. The short story of the number is Rose Madder, an illustrated romance of artist life. Mr. Cable contributes the seventh part of Dr. Sevier, and Robert Grant's of An Average Man is concluded. The illustrated papers are Julian Hawthorne's description of The Salem of Hawthorne, and the continuation of Mr. Benjamin's narrative of the cruise of the Alice May—The Bay of Islands, in Calm and Storm. A careful series of papers by Mrs. Schuyler Van Rensselaer on Recent Architecture in America, which has long been in preparation, opens in the May number. In timely essays, the May number is unusually rich. Topics of the Time contains editorials on Military Morality, Wanted a Party of Progress, and The Dorsheimer Copyright Bill. And among the Open Letters are articles on education, prohibition and tenement-house reform; a biographical sketch of the late Wm. M. Baker, by Mrs. Rebecca Harding Davis; and reviews of The Breadwinners and other new novels.

[*Concluded from 1st page.*]

and threatened the captain, upon which he shot one of them in the shoulder. The captain was arrested and taken before a justice and bonds procured for him. Captain Comerford is not the man to do injury to his fellowmen, but when threatened on board of his own vessel he was fully justified in protecting his own life.

George Gilman's new tug John Gordon commenced running in connection with the Chicago Tug Line on Wednesday. She was built by John Martel, at Saugatuck, and is one of his very best. She is 80 feet over all 17 feet 10 inches beam and 9 feet 6 inches depth of hold. Her engine is 20x22 and boiler, 6 feet 6 inches in diameter and 13 feet long, was built by Robert Tarrant, the well known engineer. She is a very handsome boat and will prove herself one of the fastest tugs out of this port.

The coal laden steamship William Edwards arrived in port at 9 o'clock on the 27th of April, scoring the first arrival of the season from a lower lake port. She made a remarkably quick run from Buffalo, considering the condition of the ice. Captain Mallory reports having but little difficulty in passing through the ice in the Straits.

Freight rates remain unchanged at 2½c on corn and 2¾c on wheat to Buffalo.

On the 27th of April, the schooner Ottawa, of Grand Haven, lumber laden, bound from Grand Haven to Michigan City, Ind., was discovered to be on fire. The vessel was at once headed for this port and had the good fortune to fall in with a tug which took her in tow. The crew fought the flames as well as they could and arrived here, when the fire was extinguished by the local fire department. The vessel was damaged to the extent of $4,000 and the cargo $5,000.

Captain James Van Slyke, who purchased the barge Sonora a short time since, has retired from the G. A. Marsh and taken charge of his new purchase.

The most prominent insurance companies which are taking cargoes of grain at 50 cents to Georgian Bay and Buffalo are the Union Marine, of England; Commercial Union, of England, and St. Paul Fire and Marine.

By working her wheel while lying at the wharf in the harbor, the steamship Oceanica caused damage to the schooner Glad Tidings, towing by, which it will cost $300 to repair.

The survey on the schooner Watertown at Miller Brothers' Drydock has been completed. She will be recalked all over, outside and in, receive considerable new planking, etc.

Captain Johnson's fleet of five vessels sailed for Green Bay on Monday—the Alice, Olga, Goodman and Clara.

A diver is at work on the schooner Ottawa. She will be towed to Michigan City with a steam pump on board.

It is thought that the owners of the Barnum will be called upon to pay the cost of docking of the steamship Onoko. Although it is not evident that she has received any damage from the ponderous blow given her, it is said that the insurance companies would refuse to pay either the hull or cargo insurance should she founder on the voyage to Buffalo, for which port she has cleared with the largest cargo ever carried by a lake craft. Had the Onoko been a wooden vessel she would doubtless have been cut into. It is not often that the colliding vessel sustains all the damage.

In regard to the smoke consuming ordinance, the decision of the supreme court will soon be announced. T. W.

MILWAUKEE.

Special to the Marine Record.

The schooner Morning Star has been sold by A. McNeill to A. Elliott for $5,100.

The gale on Lake Michigan on Sunday was the most severe since that of October 16, 1882, and continued through the night at a thirty mile gait.

An examination has been made of the wrecked schooner Belle Brown, docked at Wolf & Davidson's main yard at a late hour on Saturday evening. Her bottom was found to be considerably chafed, and the oakum had all started from the seams. She will require a part new keel, some new bottom planking and bilge strakes and recalking. The work of repairing her was commenced at once.

The propeller Wisconsin, on her arrival will go into drydock here for repairs. In the meantime her place on the Grand Haven route will be taken by the steamer City of Milwaukee. On Monday next the City of Milwaukee will begin her regular summer trips between this port and Grand Haven. She will leave here every morning and return in the evening.

The propeller F. & P. M. No. 2, Captain Duddleson, was docked at the Milwaukee shipyard Monday morning, had her old wheel removed and received a new Sheriff wheel.

Captain John Evenson's tug is well advanced and will soon be ready to launch. She is 64 feet over all, 14 feet beam and 7½ feet deep. Her boiler, which is being built at Davis' is 5 feet 8 inches in diameter by 11 feet long, and her engine, 15x17, is already here. The new tug will be used in harbor work at this port.

The steamer John A. Dix, which for several years past has run in connection with the Goodrich Transportation line between this port and Manistee, has been withdrawn from the line, and this season will run as an excursion boat out of Chicago. During the winter the Dix has received considerable overhauling, her boiler has been put in thorough repair, and she has been repainted. She leaves for Chicago about May 15th, and there is no doubt but that she will receive a large patronage in her new departure. The steamer Corona, of the Goodrich line, takes the place of the Dix on the Manistee route. The Corona is in good condition and well adapted for the route. She left Monday night for Manistee on her first trip, and will alternate with the propeller City of Ludington in forming a daily route between Manistee, Ludington and Milwaukee. The Goodrich company have now a daily line between Milwaukee, Manitowoc and Chicago, and as soon as the steamer Sheboygan comes out will have two boats a day from this port to Chicago.

OGDENSBURG.

The tug R. M. Fairfield is having her engine and boiler repaired.

BUFFALO.

Special to the Marine Record.

Wm. Moses, who has been chief engineer of the Anchor Line propellers for twenty years, died recently at Thomasville, Ga. His home was in this city and he will be brought here for burial. He was at one time engineer of the passenger steamer City of Buffalo and afterward a government inspector of boilers, and was highly respected.

Captain John Manson has received orders to plan the craft to be used for a light on Bar Point immediately. Work is being pushed on the new United States lighthouse for Bar Point. It is to be known as Point Ætna.

The schooner R. Hallaran has been chartered, coal to Milwaukee at 75c.

George C. Finney, of Chicago, is here to force the payment of the insurance on the schooner Finney, so long delayed.

A new development in the marine insurance muss was that Judge Sheldon on Tuesday granted a motion for Receiver Crosby to transfer the books of the Continental Insurance Company to the general manager of the company, also removing Crosby as receiver of the firm of Crosby & Dimick, and appointing Delevan F. Clark as receiver, with a bond of $5,000. The criminal proceedings against Lorezo Dimick in the police court were adjourned until the 30th.

The ice blockade in the harbor was lifted yesterday, and the schooners George M. Case and Mineral State from Detroit, and steamers Anna Smith and Edward Smith with barges entered. No vessels left port yesterday, but quite a number will sail today.

The Union Steamboat Company are loading the H. J. Jewett with non-union men.

OSWEGO.

The Senator Blood has received needed repairs and been repainted and presents a fine appearance. She is owned and will be sailed by Captain John R. Preston, who expects to leave port with his trim looking craft about the first of May. The Senator Blood will probably take coal to Detroit, but has not yet been chartered.

The schooner William Home will be sailed this season by Captain H. A. Germain.

Captain James Hicks, who bought the William Home here, has taken command of the schooner Belle Hanscomb.

The canals of the State, the Erie, Champlain, Black river, Oswego, Cayuga and Seneca, will open for the season Tuesday, May 6. In previous years the canals have opened on the same day, in 1857, 1867 and 1868. On six occasions the canals have opened at later periods, the most backward time being in 1875, when they opened May 18th. Last year the canals were opened May 7th, and the previous year April 11th. Since 1824 the opening day has occurred 27 times in May.

The Oswego Times says the State assembly canal committee has reported favorably upon Mr. Lewis's bill allowing the Hudson River and Western Transportation Company to lay a railroad track on the bed of the Erie canal for a distance of five miles, for the purpose of testing in a practical way the advantage of D. W. Cook's system of towing by tractor or floating locomotive. The system is to be tried on a stretch of the canal to be designated by Superintendent of Public Works Shanahan.

KINGSTON.

Dr. Bowen's steam yacht Annie will ply between Seely's Bay and Ottawa this season.

Captain C. Hinckley, of Cape Vincent, has purchased the scow Carlton of Captain Sheeley.

In connection with the opening of navigation it may be said that freight rates from Ottawa have been reduced both to American and Canadian ports 10 per cent. To Albany the rate will be $3.25 per thousand feet and $3.20 to New York.

AMHERSTBURG.

The Dominion government tug Trudeau, with the dredge Challenge and two scows in tow, arrived her on Saturday, and remained here waiting for weather. They are bound for the Kingsville harbor, and will probably be engaged there for three months, removing clay from the shallow places.

ERIE.

The excursion steamer Massassauga, Marine City, Mich., arrived light. The Massassauga goes to her recent purchaser, the Hon. A. C. Blood.

Captain M. C. Dunlap launched a steam fish boat here, of six tons buthen and christened the Crown Prince.

SANDUSKY.

Special to the Marine Record.

SANDUSKY, April 29.

This being my initial letter this season from Sandusky, your correspondent deems it policy to speak of the great advantages offered by the harbor at this port to vessels sailing on the great lakes. A large body ot water bounded on two sides by long peninsulas and on one other by the main land, affords a place of shelter from the heaviest of gales for the largest of vessels. A channel nearly seventeen feet in depth extends to the principal docks. The unloading and loading of vessels by the latest improved machinery is a main feature.

The steamer Louise, which recently bent her shaft, is on drydock here for repairs.

The barge Iosco, recently sold by V. Daller & Co., of Put-in-Bay, to Lake Superior parties, has just come off the drydock, having received extensive repairs.

The steambarge Westford has received almost a complete outfit of new machinery at this port. Captain Den C. Clary, has command of the Westford again this season.

Several coal laden vessels have already cleared for the upper lakes, but few arrivals have been reported.

The Plummer Lumber Company expect eleven vessels from the lumber regions this week.

The B. & O. R. R. Co. anticipates shipping 180,000 tons of coal this season to other ports. The schooner Joseph Paige is laying at the B. & O. dock loaded with coal, awaiting orders from her owners at Milwaukee. Coal rates to Milwaukee from this port are quoted at 70 cents and to Bay City at 40.

Many of the RECORD's subscribers at this port wish to know why no distinction is made in marine reports concerning the arrival of vessels at Cleveland from the islands and Marblehead. Almost invariably a craft is reported as arriving from the islands, when in reality she cleared from Marblehead Peninsula.

The government boat Haze is in port.

Ohlemacher Brothers' new propeller was launched from Captain Monk's shipyard on Monday. Her dimensions are as follows: 100 feet keel, 110 over all, 22 feet beam and 7 feet deep. She has been christened the Norma.

The Shawnee Coal Company has established a general office at Sandusky with Mr. M. L. Marsh, as agent, a gentleman thoroughly competent for the position. Mr. Marsh expects to handle 160,000 tons of coal this season and the shipments will be to upper lake ports. A vessel brokerage office is run in connection. C. P. W.

BAY CITY.

The barge J. A. Smith, belonging to the Turner Transportation Company, Detroit, struck a sunken pile in the river at this port, staving a hole in her bottom and sinking in sixteen feet of water.

The propeller Arundell, of the Bay City and Alpena line, broke her shoe while backing. She goes into drydock.

PORT COLBORNE.

Navigation in the canal was opened on Monday the 28th April. Vessels began locking up at Port Dalhousie at noon. The harbor here is all clear of ice. The westerly wind has driven it down the lake and jammed it in towards Buffalo. The schooner Venus, with coal from Cleveland, and the tug Bob Anderson, from Detroit, are the first arrivals.

ESCANABA.

Arrived on the 28th, schooner C.P.Minch.

Sailed, schooners E. Corning, C. P. Minch, C. C. Barnes.

An affray occurred between the rival gangs of ore trimmers. Firearms were used and four men were wounded. More trouble is anticipated.

STURGEON BAY.

The schooner Charlotte Raab, on entering the canal, Saturday night, ran into the north pier, and stove a hole in her bow above her water-line. She has been repaired.

During the heavy northerly gale on Sunday night, the propeller Favorite went aground opposite this city. The tug Marshall pulled her off Monday morning in three hours, and she continued southward with her barges. She is uninjured.

DULUTH.

Special to the Marine Record.

The ice at this end of Lake Superior has just commenced to show signs of breaking up, having moved a little southwardly under the influence of a heavy north wind. It is badly honey-combed, and with the first veering of the wind to the N. W. will go out and break up. In the anticipation of this event the Quebec, of Sarnia, is advertised to sail the 30th inst. Meanwhile the Bay of Duluth is open, dredges are at work in the harbor and tugs and small crafts are busy fitting out, for the summer campaign.

The following steamers and vessels are now fitting out in Duluth harbor for the lower ports: Steamers Quebec, Capt. Symes; Osceola, Capt. Murch; Egyptian, Capt. Lyons; Wallula, Capt. Lowe; D. M. Wilson, Capt. Hollister. Schooners Pellican, Capt. Donahue; Guido Phister, Capt. Burke; Newcombe and Manatowac, captains not yet named.

Capt. Alex. McDougall is at present engaged in accurately mapping Duluth Harbor from actual soundings, for the special information of the different elevator and coal companies, etc., etc.

At the instigation of the Board of Trade of Duluth, a petition is now being circulated and signed by our marine men generally for the establishment of a local Board of Steamboat Inspectors at this port. The petition also requests the appointment and maintainence of a Marine Hospital Surgeon at Duluth. The petition is signed by nearly 100 owners and agents.

The Duluth Chamber of Commerce is for some unaccountable reason delaying action on the matter of the removal of the Duluth Custom house to St. Paul, as proposed by Congress this present session. A report of their special committee was ready over a week ago, but since then no meeting has been called and no action taken. Meanwhile Duluth is liable to wake up to the importance of this matter when it is too late.

C. F. J.

PORT HURON.

The tug Kittie Height, of the Moffat Tug Line, is hard aground just ahead of the cut on the Canada side. She is about three and a half feet out, and is listed bad. The tug Beatrice is working on her. The windbound fleet got away yesterday.

The Commercial says Capt. J. R. Jones, of the steamer Flora, has every reason to be proud of the early and successful beginning of his season's work. With his popular steamer freshly painted, with flags flying, with a full load of passengers and freight, he pushed up to Alpena, the first boat of the season, and actually returned to start ahead of the others on their trip up. The Flora has been well overhauled, and with her new cylinder is able to make better time than before and both captain and boat now enjoy more popularity than ever.

KENOSHA.

The schooner C. North, bound from Chicago to this port, had all of her sails blown away in the gale on Sunday, and was brought in the harbor by the life-saving crew. Chicago tugs were off here picking up vessels.

GRUMMOND'S

Mackinac Line,

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock.

The Steamer FLORA, Captain J. R. Jones,

Same line, leaves Toledo for above ports every Tuesday morning at 8 o'clock. For further information apply on board boats or to

CLEVELAND FORWARDING CO., Agents,
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CAPT. J. W. MILLER. CAPT. R. B. MONTAGUE

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Vessel Brokers and Marine and Fire Insurance Agents, and Board of Trade Weighmen.

Special attention paid to Chartering Vessels; also weighing and Trimming cargoes of grain. Correspondence solicited.

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2372 lbs., and Two Shot 1 1-2 Inch Chain.

Apply to C. A. CHAMBERLAIN,
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GENERAL NEWS.

Unionists recently attacked the non-union ship laborers at St. John, N. B., both at the docks and on the streets.

Judge Brown, in the United siates District Court of New York, on the 21st, awarded $1,812.75 damages to the libelant in the action of Warren Priest against the steamtug Rotan and the schooner Edwin B. Kirk. On December 10, 1881, Mr. Priest's schooner Commerce was sunk through collision with the schooner, which was in tow of the tug.

The passenger travel on the Long Island Sound steamboat lines steadily increases despite the shorter time used by railway in getting from New York to Boston. It is rumored that the Fall river line intend building a still larger steamboat than any yet used. The new boat is to be used for carrying passengers only, all freight being sent by other boats. This division of traffic will no doubt be profitable in the end, as there is enough business of both kinds to warrant it.

Captain James B. Eads, the famous engineer who constructed the Mississippi jetties, says that his visit to England was for the purpose of interesting English capitalists in the Tehauntepec ship railway. England has 60 per cent of the commerce of the world, and is alive to such projects. The enterprise is in the hands of a wealthy syndicate, which is furnishing money for the preliminary work in Mexico. The survey is completed and the road bed being constructed. It will be 130 miles long and cost $50,000,000 to $75,000,000, according to the size of the vessels to be carried.

The coffer dam method of repairing in port in cases where it is not convenient to use a drydock has been so successful in New York that the Boston coffer dam company has been organized to build a coffer dam which can be towed about in Boston harbor and fitted to the bow or stern of any vessel which needs repairs. A device to make temporary repairs at sea would be extremely valuable. If a light framework of iron, covered with strong canvas, impervious to water, could be provided for atttachment to the stern or bow of a ship, so that one or two men could descend within it to repair the screw or mend the breach, a great advantage would be gained.

A fine seal, weighing something over 100 pounds, was caught in a net by fishermen in Henderson harbor on the 23d. Seals in Lake Ontario are a rarity, though they have been caught in its waters before, and are now frequently seen. One was seen on the St. Lawrence near its head the past winter, and some people in Oswego thought they discovered one in the harbor at that place about the same time, which is not improbable.

FIRST VESSEL IN CHICAGO RIVER.

"Since the publication of the local which appeared in this paper," says the Pentwater News of a recent issue, "stating that Captain Eddy Irons, of Pentwater, sailed the first vessel up Chicago creek, we have been in receipt of numerous letters of inquiry for further particulars. In order to answer them we will briefly state that in 1835 and 1836 Captain Irons commanded the schooner Eliza Ward, 110 tons burthen owned by John Wells, of Pulaski. That in August, 1835, he loaded at Otsego for Pike river (now Kenosha,) Chicago, Michigan City, and Grand river. At this time the vessel had to discharge her cargo at Chicago on lighters. The next year, 1836, in June, he made another trip loaded for the same places. Arrived at Chicago, he found a perfect jam of vessels anchored and tied up at the north pier. There were some piles on the south side to commence the south pier, and he ran to them and tied to the piles, expecting to take a lighter from there. A wind from the northeast came up which finally became a terrific gale, and pinched the vessel all in with no possibility of getting out. The Captain found that the piles were injuring his vessel and slipped his fastening and stood out for the middle of the channel. She had a sharp keel, and as she went on her side (some canvas being up) he noticed that she forged ahead. He then ran a hawser to an oak tree standing near Fort Dearborn, and took it to the windlass aboard and by heaving worked her ahead over the bar, and tied up to the bank in twelve or fourteen feet of water, from which place he unloaded the first cargo from a vessel in Chicago river. The bill of lading is dated Detroit, May 17, 1836, and is receipted June 18, 1836, by Hubbard & Co. It rained twenty-four hours, causing the river to rise so that he easily dropped out stern foremost, without touching bottom. A number of vessels outside were badly injured, among which was the Julia Palmer. The above is from Captain Irons' own lips, and he has papers and memoranda to corroborate it.

STEAM VERSUS SAIL.

Says the Detroit Evening News: It is said that when Fulton ascended the Hudson with his steamer an enthusiastic man in the crowd remarked: "The time will come when not a sailboat will be built." Tradition goes on to say that he was promptly laughed to scorn. And yet that time has come—not literally, but practically it has come as far the great lakes are concerned, for nearly every craft built nowaday is intended to be drawn or propelled by steam. A sailing vessel is a rare exception.

As to the reason for the change, there are several theories advanced. One is that formerly sailors could be hired for about the same price as barge men, and wind being cheap means, sails were a very cheap manner of navigation, compared with steam. On the other hand, sailing has now become under the laws and customs a fine art, and sailors' wages have gone up in proportion to the increased fineness of the art, while the work of the large men has not materially changed, and being always a low grade of work has drawn to it all the lower grades of sailors as well as many from the railroads, who were out of employment, so that the actual cost of navigation by wind—cheap as it would seem—has become greater than that of navigation by steam. Other theories are suggested, among which, of course, is the one that the times demand as rapid transit as possible, even in the coarse freights.

A NOTED SHIP.

The following communication appears in the Buffalo Courier, November 21st: "In your issue of the 20th inst. you gave an account of the remarkably quick run made by the bark Ogarita, on her passage down from Chicago to this port—four days and two hours—as being the fastest on record. Now, allowing it to be a remarkably quick run, the said 'O'Gar-ity' will have to quicken her time at least ten hours to equal that made by the bark A. P. Nichols, in November, 1863. She not only made the run from Chicago to Buffalo in three days and sixteen hours, but sailed the entire distance with starboard tacks aboard, except while being towed from the mouth of the St. Clair river to Lake Erie. Several other vessels could be mentioned that have made the passage in less than four days, but that of the A. P. Nichols is the quickest on record.

MARINE."

The A. P. Nichols is lying at Madison street bridge fitting out for the season. When this vessel came out in 1861 as a barkantine, she was about the finest clipper on fresh water. She has an excellent model (as is remarked to-day) and she has made and can make very fast time. It is not many steamboats which can make the distance between Chicago and Buffalo in three days and sixteen hours. The Nichols was built by A. and D. C. Bailey at Madison Dock (between Cleveland and Fairport) in 1861, and measures 476 tons—a very large craft for those days. She is now the property of Captain Clough and his sons, and has undergone large repairs the past winter. During her career thus far she has made a fortune for several owners. She has had collisions and has been stranded and is a noted craft generally, and the end of her career is not yet. Captain Clough has a history himself, and in command of this historical craft he makes her of double interest. He is an old-time shipbuilder and navigator. The bark Clough, so long in commission on the lakes, was built by Captain Clough and his wife on Green Island, Green Bay. They occupied several years in building her, but they finally completed the job, and they afterward sailed her together. There was not an ounce of iron in the whole vessel. She was fastened and bolted and screwed and nailed entirely with wood, and yet she weathered many a fierce gale and lived to a good old age. Old navigators will all wish Captain Clough and the good ship A. P. Nichols every success.—*Inter Ocean.*

CURIOUS DISCOVERY.

While the workmen at Messrs. Gill & Son's shipbuilding yard, Rochester, were engaged in sawing a portion of an old ship's mainmast, formerly belonging to a man-of-war at Chatham, a 32-pound iron shot was discovered embedded in the mast, the aperture having been plugged up. The mast in question had been lying for a considerable time at Chatham dockyard, and is believed to have belonged to Nelson's Victory. It is worthy of note that 32-pounder shot was the largest in use for naval warfare during Nelson's time. It is not long since the Victory's mainsail was discovered safely stowed away at Chatham dockyard, where it had been lying for a number of years unnoticed. The sail was riddled with shot fired during the battle of Trafalgar.—*Marine Engineer*

In a conversation with Mr. Hope, the manager of the Continental Insurance Company, he says that, owing to the Dimick trouble, the company will not attempt to do much lake marine insurance this season, either hull or cargo. The Continental goes into the pools if Mr. Dimick thinks best to do so. Until Mr. Dimick is proved to be guilty of the charges made aginst him he must be considered innocent.

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Manufacturers of Hotel Ranges & Laundry Stoves, and Dealers in
House Furnishing Goods,
128 SUPERIOR ST., CLEVELAND, O.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	
Port Clinton Accommodation	†10 37 A M	
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express		*3 37 P M
Conneaut Accommodation		4 22 A M
Nottingham [Sunday only]	9 44 P M	
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	‡6 07 A M	6 32 A M
Mich Accom, Norwalk		†6 12 A M
Conneaut Accommodation	†8 12 A M	
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation		† 4 32P M

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C.L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L. & W. Acc	9:10 A M
No 12, St. Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*8:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin. & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 36 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m, Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,37 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel,

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1888, and until further notice:

GOING EAST.

Lv.	Chicago	7.45 a. m.		
Arr.	Valparaiso	9.37 "		
"	Fort Wayne	1.00 p. m.		
"	New Haven	1.35 "		
"	West Leipsic	3.45 "		
"	Arcadia	4.44 "		
"	Fostoria	4.57 "		
"	Green Springs	5.44 "		
"	Bellevue	6.10 "		
Lv.	Bellevue	6.20 "	7.55 a. m.	
Arr	Cleveland	9.02 "	10.22 "	Accom.
Lv.	Cleveland		10.27 "	3.52 p. m
Arr	Painesville		11.33 "	5.05 "
"	Ashtabula		12 25 p. m.	6.06
"	Conneaut		1.05 "	6.32 "
"	Erie		2.09 "	
"	Dunkirk		3.47 "	
"	Buffalo		5.20 "	

GOING WEST.

Lv	Buffalo	9.50 a. m.		
Arr	Dunkirk	11.24 "		
"	Erie	1.23 p. m.		Leave
"	Conneaut	2.20 "		6.15a. m.
"	Ashtabula	2.51 "		6.46 "
"	Painesville	3.44 "		7 48 "
"	Cleveland	4.52 "		8.55 "
Lv	Cleveland	4.57 "	6.47 a. m.	
Arr	Bellevue	7.35 "	9.10 "	
Lv	Bellevue		9.20 "	
"	Green Springs		9.44 "	
"	Fostoria		10.22 "	
"	Arcadia		10 34 "	
"	West Leipsic		11.30 "	
"	New Haven		1 35 p. m.	
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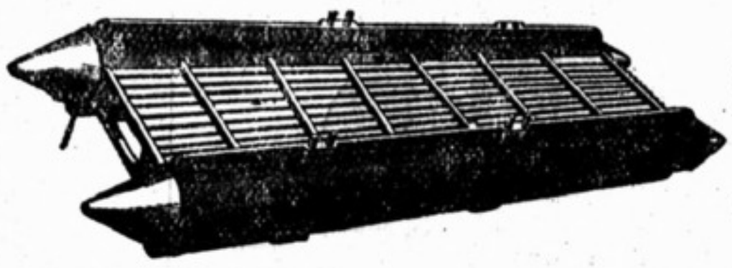

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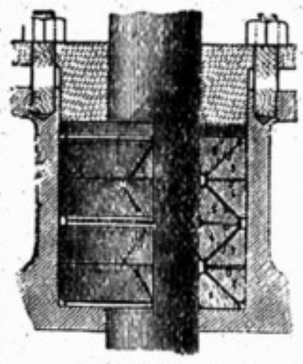

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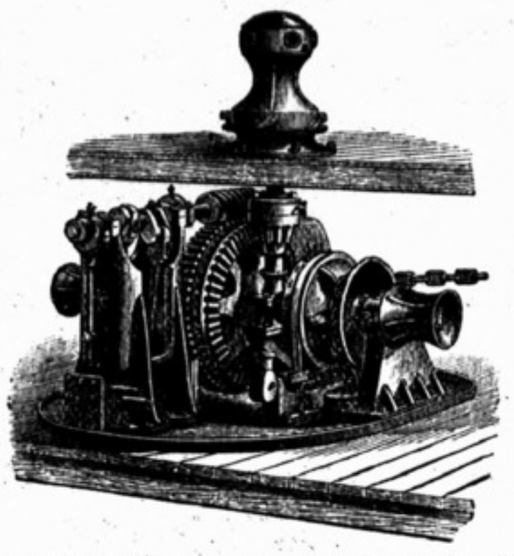

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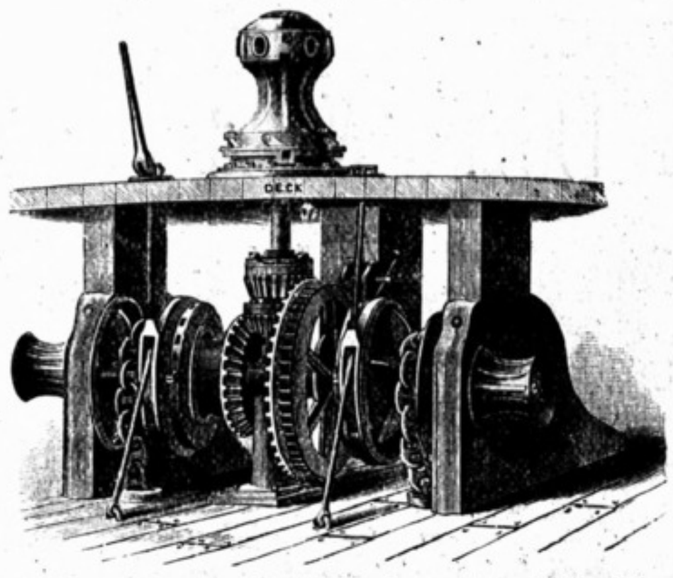

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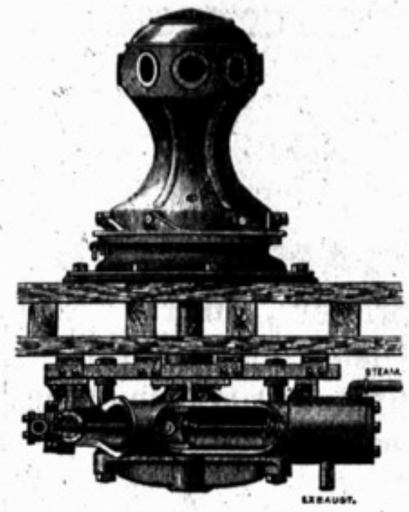

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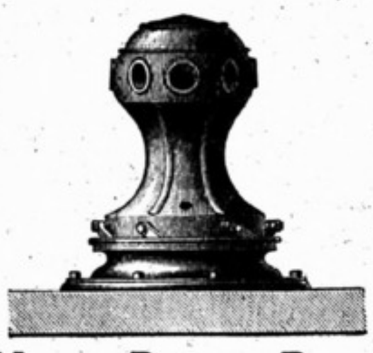

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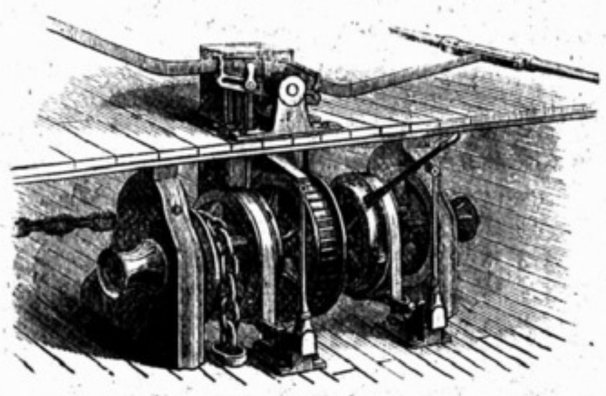

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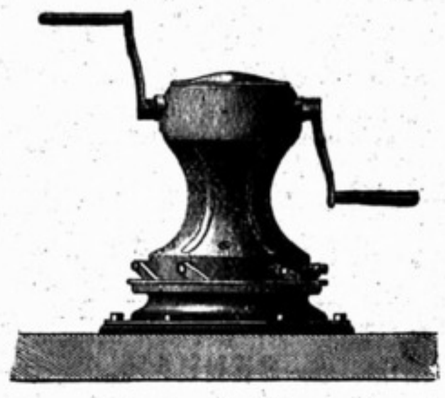

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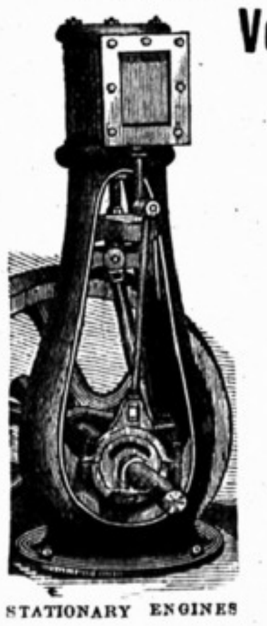

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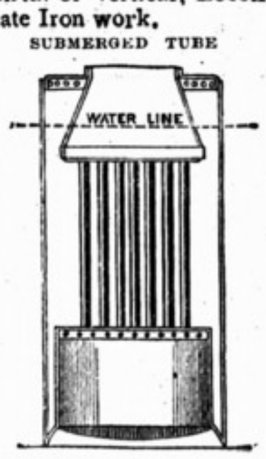

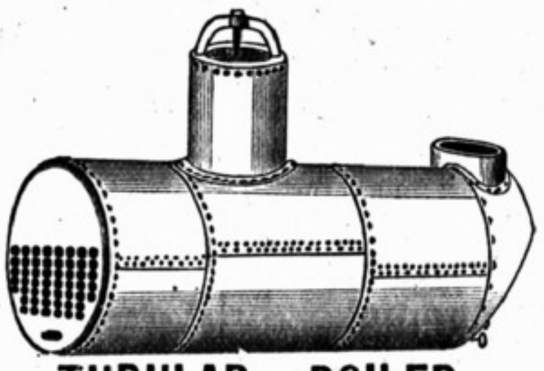

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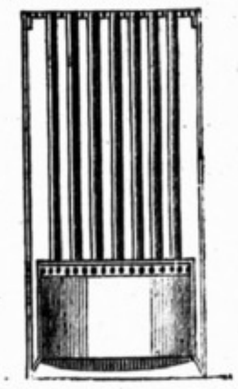
FULL TUBE BOILER.



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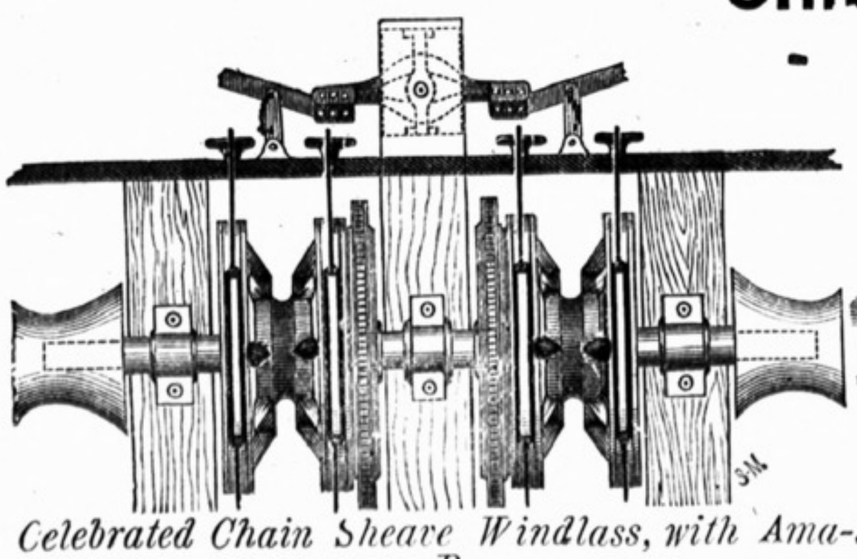
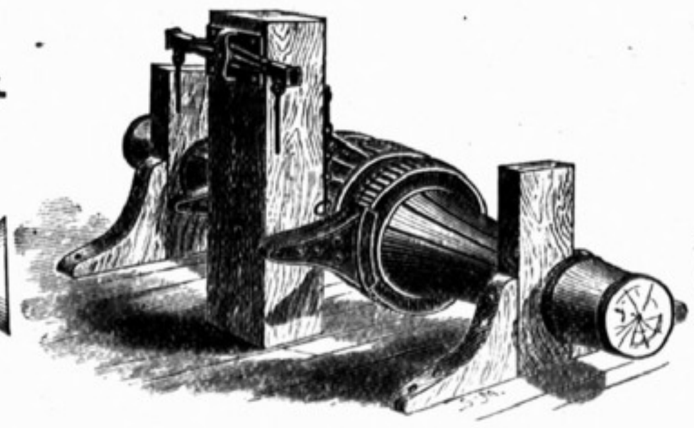
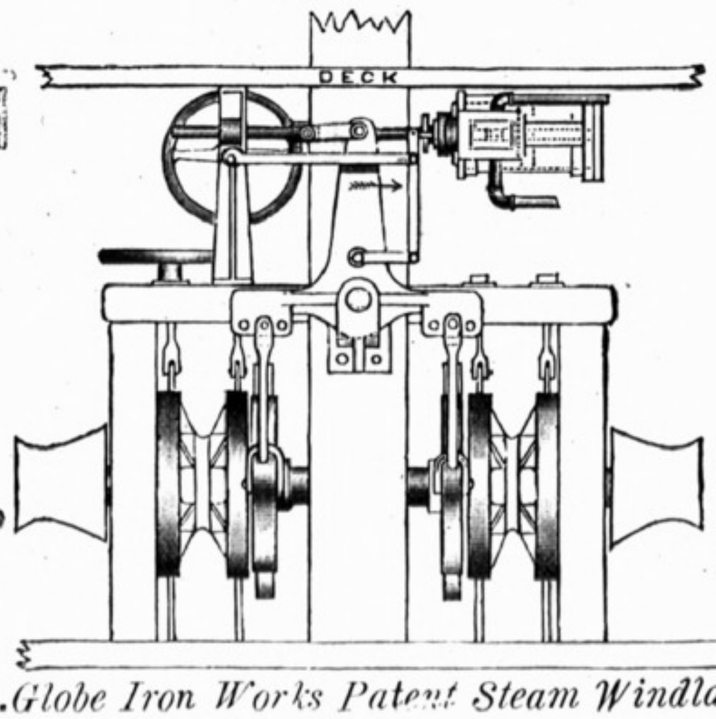


Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass